

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY East Germany REPORT 25X1

SUBJECT 1. Movements of Freight Cars from East Germany DATE DISTR. 1 April 1953
2. Construction Projects in RBD Schwerin NO. OF PAGES 2

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PLACE ACQUIRED REFERENCES

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The following tabulation lists movements of open railroad freight cars from East Germany to Western countries, the USSR, and other eastern countries in September and October 1952.

RBD	Western Countries		USSR		Other Eastern Countries	
	Sept.	Oct.	Sept.	Oct.	Sept.	Oct.
Berlin	3,078	2,786	586	264	401	433
Greifswald	222	168	383	131	161	286
Schwerin	183	178	21	24	619	1,154
Cottbus	1,622	2,687	235	63	4,103	3,878
Magdeburg	357	891	843	946	1,761	1,585
Halle	8,295	6,286	2,173	2,522	3,556	4,285
Erfurt	2,055	2,024	535	589	4,377	3,296
Dresden	416	463	1,380	1,354	2,885	1,490
	16,228	15,483	6,156	5,893	17,863	16,407

2. Work on the double tracking of the Bad Kleinen-Wismar rail line has been repeatedly postponed by order of the Generaldirektion. The last attempt at construction was made in August 1952. The reasons given for the delay are that more urgent work is required elsewhere, and the necessary rails are in short supply.

25 YEAR RE-REVIEW

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The last delivery of rails was sufficient to keep only one track in order. The original ground work for the second track has deteriorated to a certain extent because of the long interval since its beginning. In the meantime, the Moidentin station on this line has been converted to a by-pass line with four loops, each 900 m., two in each direction. There are two signal boxes at each end of the platform. The main one is at the Wismar end and has been equipped with modern safety devices. The second track of the line from Bad Kleinen to Moidentin has been completed, but is used only in emergencies because the track itself is not in a safe condition.

3. The important communication line from north to south, Schwerin-Ludwigslust-Wittenberg-Stendal and southward, is being double-tracked. The second track was removed in 1945 and is being relaid piecemeal by East German railroad authorities as workers and materials can be made available. The second track from Schwerin to Holthusen has been finished since August 1952. Attempts are being made to connect various by-pass lines by individual stations from Holthusen to Ludwigslust in order to progress as far as possible toward the completion of the second track.
4. Work on the Rostock-Meyenburg line is going very slowly because many of the workers have been diverted to building project No. 1 in the Torgelow-Ueckermuende area. Trains on this line seldom run on time because the new by-pass lines, in many cases, have not been connected to signal boxes and hand signaling is necessary. Also, the by-pass lines of 700 m. often are not long enough, which causes much unnecessary shunting before a fast train is able to pass.

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